

THAT HOWITZER SMOKED AFFAIR

Those Present Especially Invited
to Unite in Thanking Senator
Martin.

MARTIN GAVE ALL CREDIT

Friends of Rival Senatorial Candidates View the Matter Very Differently.

The hurry caused at the reception and smoker tendered to Senator Thomas S. Martin by the Richmond Howitzers Thursday night at the army was a subject of very general comment, and called forth many criticisms of the action of Mr. Patterson in endeavoring to introduce a resolution on an occasion of this nature, and perhaps as many of the action of the Howitzers' captain in refusing to entertain the resolution.

The more conservative express the belief that Mr. Patterson made a mistake in going to a function especially announced in honor of Senator Martin, and endeavoring to introduce there a resolution designed to detract from the credit accorded him by the battery. Many also expressed the opinion that it was a mistake to have Mr. Patterson in his characterizations, even though he was right in ruling the resolution out of order on this occasion.

The friends of Senator Martin indignantly criticized Mr. Patterson for his action, and those of Governor Montague defend his act and declare that it was right and proper to include in the expression of thanks others than the senator, who they contend, have materially aided in the result celebrated. The Howitzers, however, had apparently agreed that Senator Martin was the man to whom they owed most, and certainly they had arranged this reception and smoker in honor of him, as the following invitation shows:

The Invitation.

"It is the desire of the Richmond Howitzers, that you present yourself at their army on North Eighth Street on Thursday evening, July 27, 1905, at 8:30 P. M. to assist them in thanking United States Senator Thomas S. Martin, who has just secured from the United States government one of the new sets of guns and equipment for this battery."

"It is the earnest wish of the battery that you join them in expressing the appreciation of our friends for the valued service he has rendered this organization, State and city, in procuring this valuable set of ordnance."

"WILLIAM M. MYERS,
"Captain Commanding."

Gave Credit to Others.

Sensor Martin in his address in recognition to Captain Myers called attention to the fact that he had not been invited to take this matter up until within the last 60 days and had not, therefore, had the opportunity to co-operate with those who had been for a longer time interested in the matter. He stated that he found the task before him so easy he was led to infer that the road had been made smooth by the previous efforts of his colleagues, Senator Daniel, and of Governor Montague. He said that he had not been invited to take this matter up until within the last 60 days and had not, therefore, had the opportunity to co-operate with those who had been for a longer time interested in the matter. He stated that he found the task before him so easy he was led to infer that the road had been made smooth by the previous efforts of his colleagues, Senator Daniel, and of Governor Montague.

It is believed that the unpleasant incident was the result of a series of misunderstandings, and that the cooler judgment of the participants will soon be forgotten and will in no way disturb the harmony of the battery or of the association.

PEOPLE WILL PASS ON DISSOLUTION

(By Associated Press.)

CHRISTIANIA, NORWAY, July 28.—The special committee of the Storting, to which was referred the government's proposal for a union with Sweden, has unanimously decided to recommend the acceptance of the proposal.

The Storting at this evening's session unanimously adopted the proposal, fixing August 13th for the submission of the question to the people.

Haynes Out of Equitable

(By Associated Press.)

NEW YORK, July 28.—Paul Morton, president of the Equitable Life Assurance Society, today notified Archibald C. Haynes, a leading agent of the Equitable Society of New York City, that Haynes' contract with the Equitable had been terminated.

Fails to Swim Channel

(By Associated Press.)

DOVER, ENG., July 28.—T. W. Burgess started in a second attempt to swim across the channel, when within four and a half miles of the French coast, suffering from a bad leg.

Widow of Maceo Dead

(By Associated Press.)

SANTIAGO, CUBA, July 28.—The widow of General Antonio Maceo died today.

Dr. Phillips Speaks

SYLVAN BEACON, N. Y., July 28.—China, Japan, and Assam, the frontier fields of the United States, were represented by Dr. Phillips.

THE...

New Books

Hunter & Co.'s

\$1.50 FICTION

at \$1.08

THE...

THE...

THE...

THE...

THE...

THE...

CRUISEFIELD'S A STAGE COMEDIAN

A Fair Member of the Profession

Thinks He Would Make a Hit

in the Mimic World

Miss Eleanor Sorver, the daintiest little comedienne of the "Pousse Cafe" show at the Casino this week, has fallen in love with Justice John J. Cruisefield, who presides over the Police Court, that there are few mornings when the charming little blonde is absent from the session of that tribunal.

Speaking of the fun she has in attending the Police Court, Miss Sorver said yesterday that in her opinion Justice John was the best comedian she had seen in many months. His humor is of the gentle, pleasant kind, and she said that she had never seen a man who was so much fun for a partner.

There would be no more chorus girl business for her. He could go before any audience and give a correct imitation of the way he dispenses justice here, and bring down the house.

"Why don't you make the proposition to him? Perhaps he will join you," asked the gentleman who heard Miss Sorver make the remark.

"Nixy, for me. I don't want to hear him say 'Sixty days.' I like Richmond all right, but the people in the South are just fine, but I am not hankering after any more of that place the newspapers call the 'Villa,' she answered.

Justice John declines to be interviewed about the subject of going to the Casino, but has a standing engagement with the company playing at the City Hall and thinks he will remain.

Wayne Removed by Town Topics Owner

(By Associated Press.)

NEW YORK, July 28.—Charles Stokes Wayne, managing editor of Town Topics, has been removed from the position of owner of the publication.

Mr. Wayne was the confidential assistant of Colonel Wayne.

The Town Topics owner said today that Mr. Wayne had been without Colonel Wayne's confidence for some time.

Charles H. Ahle, said to be an agent for American Express, was yesterday charged by Edwin M. Post, a broker, with attempted blackmail.

Mr. Wayne yesterday resigned his connection with "America's Smart Set."

OUR INVASION ABROAD

How It Has Fostered Two Great Economic Camps.

Dr. John Franklin Crowell, secretary of the economic division of the American association for the advancement of science, recently consented to be interviewed by the Book Review Magazine.

As regards the economic division of the battery, Dr. Crowell said that for years he had been studying the international trade relations, and has frequently been called on by the Federal government for expert economic investigation.

Starting and uncomfortable as are many of his conclusions, they are based on an unusual knowledge of the facts of to-day.

"What has become of the 'American peril'?" was the first question put to Dr. Crowell.

"Europe," he answered, "was frightened at our invasion of her markets at a time when competition and depression in prices drove our manufacturers into foreign fields to sell a surplus output. Since that time our great industries have shifted from the competitive to the consolidated bases. For the greater part of the time our home market has been absorbing our output faster than we could supply it."

He then went on to say that he had been studying our conditions and methods with a scrutiny hitherto unheard of. Finally, Europe has been setting her national units into two great economic camps, both of whose policies are based on the future of the United States.

Germany is the leader in one of these movements. By her new commercial treaties she is forming a commercial union, an international Zollverein, out of Central European States, the object of which is to put her trade on a permanent basis with her continental neighbors and to put the United States at a permanent disadvantage in our dealings with them as a whole.

"Already Germany has long-terminated treaties with Russia, Austria-Hungary, Switzerland, Italy and Rumania. This secured to her an open field in the south of Europe, with an outlet to the Mediterranean through Turkey to the Orient, by way of the Bagdad Railroad line. If Germany's policy of economic expansion is successful, from Great Britain, and from the United States, she will be able to secure a permanent advantage in our dealings with them as a whole."

"The other economic camp is represented by the British federation scheme of Great Britain, by which it is desired to consolidate the British empire of free-trading communities on the basis of some form of commercial union. The avowed object of this is to create a world-wide market, but it has given an impulse to imperial consolidation by pouring into British markets much that British colonies could produce with equal advantage. Just now, year by year Canada is being welded tighter to Great Britain and has been putting obstacles in the way of American trade. The result has been that the case that our industries are migrating to Canada in order to hold the trade in their own hands. The Canadian and Canadian markets directly from our own factories."

To sum up the situation, on a few exceptions, we are being dragged into the world of the future. The whole world called our bluff; and now, after the St. Louis Exposition has given the nations a final opportunity to look us over again, they are about ready to meet us in any part of the world.—Harold Rose in Book Reviews Magazine.

"Rose Cold"

The victim of "Rose Cold" who objects to the Evening Mail's panegyric of the month of June is justified in his criticism—looking at the matter from his own point of view. One who is afflicted with this dreadful complaint cannot be expected to see any beauty in the season which infallibly brings it. "Rose Cold" is a real thing, too. It is doubtful if the roses really cause it, but they may do so in individual instances, when in other instances the pollen of another flower may be the culprit.

And, in any case, there must be, the doctors say, some kind of nervous or neuritic predisposition. For our friend whose admiration of the month of June is overthrown by his own affliction, we may mention the consolation, based on good medical authority, that it takes a considerable degree of intellectual development to make one a victim of rose cold or any other form of hay fever. Possibly the extent of the intellectual capacity of the victim, if that is the case, the harder our friend has the rose cold the better satisfied he ought to be.—New York Mail.

MOTOR CARS FOR RAILROADS.

Time Coming When They Will Help Carry the Army of Travelers—How Street Railways Are Becoming the Feeders of Steam Lines—Road the First in the World to Use Electricity as an Ally of Steam.

(Special of The Times-Dispatch.)

NEW YORK, July 28.—Making a 10,000-mile tour of the country in a car, which is his originator, thinks that a revolution in certain branches of railroad traffic. The car is run by a gasoline motor, and was built by the Union Pacific Railroad.

It is being tested to show its endurance, its speed possibilities and its power, with the idea that some day it may solve a large share of the problems of suburban and other short distance traffic. There are among the difficulties of the railroad, many of them, but the most serious, perhaps, is the problem of the short distance travel in large volume, the profits it produces—where it is possible to make a profit at all.

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International Railway Congress, recently held in Washington, regarded as of pressing importance. In European countries industrial development has been notably stunted, because, with the restrictions under which they operate, the railroads are unable to build and run branch lines profitably.

In France and Italy this condition has prompted the governments to allow large subsidies for branch railroads, and in Germany and Russia, where nearly all the railway lines are owned by the government, extraordinary appropriations have been required for these lines. The State hoping to get its money back through the efficiency in an electric system, and the larger taxes that can therefore be collected from it. In the United States, where the railroads are dependent on their own resources and where the prosperity of vast sections of the country is dependent upon the building of railroads, economy of operation that shall not, in the end, be a pressing necessity. It is partly as a result of these conditions and partly as a step ahead in natural expansion that other American railroads have followed the policy of the New Haven system in the acquisition of trolley roads for service supplementary to the main steam lines, and there is a pressing necessity for the building of a new line, or the purchasing of trolley lines as feeders, that practically direct railway connection may be enjoyed by the little, growing communities which are now being made, or by some other source of power.

While the railroads are waiting for the coming of this new era, they are doing their best to improve the way for it by acquiring electric railways within their territory, and even under present conditions, the electric trolley and steam lines has been attended by a gratifying measure of success. Perhaps the most notable example of this is the New York Central, which has been building a four-track electric railway into the city of New York, the most important section of the line being the Long Island Railroad, which has been running for several months the New York Central has been experimenting with an electric locomotive, for which a special car has been built,